Law Enforcement Training and Certification Committee
2022 - 2023 Committee Charges and Membership

Membership Roster - See Attachment # 1

FINAL REPORT

Joe Campbell (TN) – Chair
Carleton Richardson (ME) - V-Chair
Aaron Kerr (WY) – Executive Board Liaison

NASBLA Enforcement & Training Committee Charter
The Enforcement & Training Committee will work to advance boating safety by researching and disseminating information on new techniques and technologies for marine law enforcement officers; developing training and certification programs; and addressing boating under the influence issues.

Committee 2022 - 2027 Vision Statement:
To assist this committee in charting the necessary building blocks and progressive charges over the next five years, this committee has developed several strategic elements. These elements will become the guideposts in all charges developed over the five-year period. Each committee cycle will define the objectives/charges that will promote the strategic elements and help define the actionable goals for each committee work year.

1. *Promote the adoption of the BOAT Program in all states and territories.*

2. *Maintain national training standards and third-party certification and acceptance consistent with and accepted by United States Coast Guard (USCG) and the Department of Homeland Security (DHS). As defined in the March 13, 2023, USCG/NASBLA Memorandum of Understanding. Promote those national standards in "all hazards" related legislation.*

3. *Identify, study, and report to membership on emerging technology and applications for the maritime community of law enforcement and first responders.*

4. *Assure that marine law enforcement has the tools, information, and messaging to reduce accidents, injuries, and fatalities within the recreational boating community.*

5. *Assure that marine law enforcement is trained and ready to ensure the safety and security of America's waterways and maritime community.*

ENF_2023-1 "Operation Dry Water"

"Evaluate and refresh all law enforcement guidance documents and templates being distributed by NASBLA's Operation Dry Water".

Charge Leader: Michael Schipritt

Working Group: Marion Pearson, Lee Gatts, Jeremy Davis, Raquel Salter, Mike Mize

Objectives:

1. Review campaign resources and website updates.
2. Spotlight on another state agency or participating unit. Florida - Confirmed
3. Check metrics on the awards – are they properly adjusted – New Model will be shaped around the AFWA model. Regional award submissions for individual or group accomplishment.
4. Timeline check with Hannah on when materials would be ready for review

NEEDS STATEMENT: Recreational boater deaths with alcohol use listed as the primary contributing factor have continued to decrease since the inception of Operation Dry Water in 2006. To keep that number trending downward, it is important for the law enforcement committee to continue to monitor and advise on the ODW campaign to ensure that the needs and wants of those implementing the campaign on the local, state, and federal level are being satisfied and the size and impact of the campaign continues to grow nationally.

(Needs Statement revised 3-3-23)

Tasks: Work group will define before and during the March meeting

- Identify for ODW enforcement weekend. July 1-3, 2023
- New Awards matrix: (Did away with agency size)
    - Agency recognition based on the AFWA awards model.
    - Regional award winners -based on nominations.
        - ***See attachment #2 Revised Operation Dry Water Award***

- National "ODW Officer of the Year" Award criteria not changed.
- Charge Team met with Brian Moore, USCG regarding capturing "Assistance" from Coast Guard units both during initial stop to and including securing vessel and occupants. Taylor Matsko modified the reporting form to include assistance on both BUI and Drug.
  - ***See attachment # 3 revised 2023 Operation Dry Water Report Form***
- Spotlight article from Florida
  - ***See attachment # 4 "FWC BUI Spotlight" Article.***
- ODW kick off in Pittsburgh – Thursday June 29th national media event. --- copy of event of
  - ***See attachment #5 ODW National Kickoff Event Press Release.***

(NASBLA: 2.1,2.2,3.2) (USCG: Initiative 1)

ENF_2023-2 "National Training Survey"

"Design and conduct a national training survey to determine recommendations for the NASBLA BOAT Advisory Board, for new course development in service of the NASBLA membership and the maritime law enforcement community".

Charge Leader : Guy Wendorf

Working Group: Darren Kuhn, , Josh Mooi, Mike Bonham,Dave Trader, Manuel Overby

Objectives:

- Review 2022 Survey data – was distributed to all certificate holders, BLAs and Associates.
    - 434 responses in 2022 survey
    - 241 member agency participants
    - 16 fire departments
    - 145 police agencies
    - Analyze sonar survey data – Needs Assessment would reveal both complexity of the topic and existing resources for specific brands and types of technology.
    - Consider Manufacturers – Humminbird, Garmin, Lowarance (possible vendors)

✓ **NEEDS STATEMENT:** A national survey to assess the training needs of NASBLA's membership and the maritime law enforcement and public safety community is a valued priority. To support elements of the Recreational Boating Safety Strategic Plan, NASBLA and the BOAT Program's Strategic Plans, a highly trained, qualified, and credentialed maritime law enforcement/public safety professional is an important and essential ingredient to our collective success. Training, and the competencies of the professionals that patrol America's waterways, are directly related to the safety, security, and recreational enjoyment of those waterways. Results will be forwarded to the BOAT Advisory Board, for action.

(NASBLA: 1.2, 3.1, 3.2, 5.3) (USCG: Initiative 1)

Tasks:

- Topic raised at Workshop 3-2-23 – Investigate and evaluate **IBOT for non-law enforcement**; Needs assessment, content, review membership, development
- TX,IN,TN,MS,RI,ME,WY,ND,NE – IBOT Resource member/nonLE Survey model. John Fetterman and Dave Considine will assess the survey model and capture interest and content. – Provide module outline to help responders evaluate . It was determined that several states are already attempting to modify and train non-law enforcement employees within their agencies. New Mexico and Massachusetts – are successfully delivering to Biologists – replacing Marine Patrol Fundamentals with buoy placement and other mission specific material.
- There does need to be clarification on eligibility of students to TTT IBOT --- non-law enforcement

- **Outcome:**

  The committee has sponsored a break-out session for the annual conference on modifying IBOT for non-law enforcement personnel

ENF_TC-2023-3 Micro-learning development

Identify, produce, and publish micro learning modules in alignment with subject matter areas of interest as forward from the results of the National Training Survey.

Charge Leader: Adam Block

Working Group: Luis Sosa, Dennis Wade, Tom Edwards, Marion Pearson, Andrew Cox,

- ✓ **NEEDS STATEMENT:** As more law enforcement agencies employ and expand their mission and response requirements, it has been recognized as a critical need for the law enforcement committee to identify and compile the "best practices" elements for development into a national training curriculum for marine officers. It is imperative that officers have quick and easy access to short crisp modules of learning to pinpoint their training needs. The goal of this committee will be to keep pace with areas of subject matter micro learning topics, producing a full catalog of topics as refresher or new areas of learning for the maritime officer.

(NASBLA: 2.6, 3.1) (USCG: Initiative 1).

Tasks:

- Need to add content ideas for micro-videos table attached below.
- Use Ron Sarver and Pam Dillon provided an inventory of video content needed.
- Additional table for IBOTMF priorities.
- Difficulty in recruiting contributors for video production.
- Post Garrison's "Tips for shooting Video" document on Basecamp.
- ***See attachment # 6 "Tips for Shooting a Micro-Learning Video".***
- Distributed Video list and Tip document to committee and NASBLA membership–
- 12 new videos added this committee cycle –
- ***See attachment #7 "Micro-Learning Video Inventory".***

Outcome:

NASBLA staff led by Garrison Toy will produce a video based on Garrison's original "Tips and Tricks" for video production.

ENF_2023-4 "Cut-Off Switch Wear"

Evaluate the current number of marine law enforcement agencies within member organizations who have adopted a mandatory engine cut-off switch wear policy. Based on individual state evaluations, identify existing barriers preventing adoption of a mandatory wear policy for ECOS. Define strategies to help non-compliant states remove barriers to policy acceptance.

Charge Leader: Carleton Richardson

Working Group: Jared Bluem, Darren Kuhn

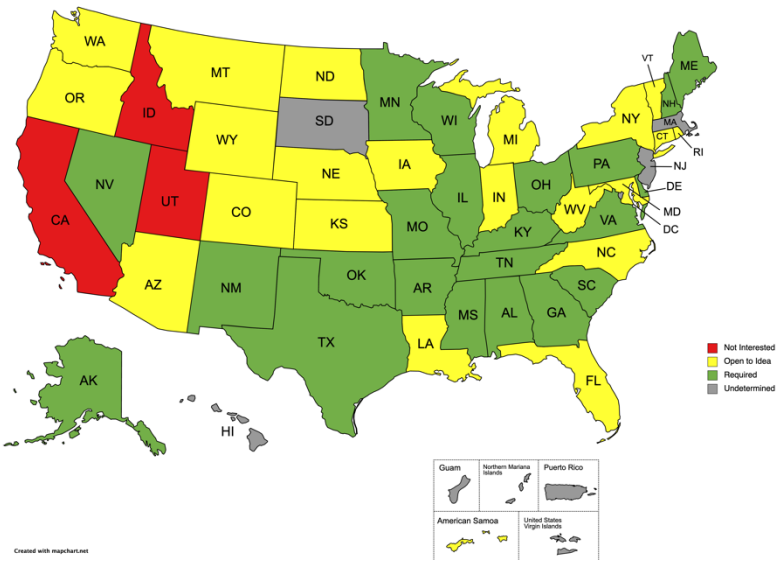
1.

- **NEEDS STATEMENT:** Use of engine cut-off switches (ECOS) has been proven to aid in reducing and preventing both injuries and deaths within the boating community. Compliance in the use of ECOS devices remains low. It is the purpose of the law enforcement committee to gather information on compliance rates, policy mandates, and other relevant data just to assist law enforcement agencies with the development of policies and procedures for ECOS wear by officers while underway.
  The goal is to enhance officer safety as well as promote usage within the recreational boating community by example unless or until compliance is required by legislation.

(NASBLA: 3.1, 5.3) (USCG; Initiative 1)

Tasks:

1. State assignments were identified for to the Workgroup –
2. Marketing resources inventory – incorporate into basic training.
2. Re-design ECOS survey for conference – Phone survey
3. Continue to track wireless testing.
4. Latest map revision as of 6-14-23
5. Difficult to connect with right agency person to share sample policy.
   - Starting point for state accounting will be the survey conducted at the 2022 Annual Conference
   - Utilize existing policy models
   - Most recent ECOS Survey: https://www.surveymonkey.com/results/SM-vpCm2ij9cTziLO25dD2LLw_3D_3D/



ECOS map as of 6-14-23

Outcome:

<u>Invitational breakfast at the annual conference designed to mentor states that are interested in adoption of mandatory wear of ECOS by agency personnel.</u>

ENF_2023-5 Marine Assistance – No Wake Zones

Draft a Model Act for utilization by the states in drafting legislation regarding no wake zones in the vicinity of Marine Assistance operations, thus avoiding any conflict with Federal Regulation. The Model Act language should address; Vessels engaged in activities recognized by the United States Coast Guard displaying rotating or sequential flashing red and yellow lights" which include all public safety operations.

Charge Leader: Jason Luce

Working Group: Josh Mooi, Mike Bonham, Guy Wendorf, Lee Gatts,

Needs Statement: NEEDS STATEMENT: To make law enforcement officers, EMS personnel, and tow vessel personnel safer while doing enforcement or aiding the recreational boating public, it has been recognized as a critical need for the law enforcement committee to create a draft "Marine assistance" act.

Tasks:

- Continue to collect existing model regulations.
- Model draft to be discussed through multiple sessions.
- Recommend adding the below highlighted "or tow vessel" to keep the language consistent.
- Format to NASBLA Model Act template.
- Assure not in conflict with CFR. Share with Brian Moore, USC

Law Enforcement Vessels { Flashing blue light } (33 CFR 88.05)

(a) Law enforcement vessels may display a flashing blue light when engaged in direct law enforcement or public safety activities. This light must be located so that it does not interfere with the visibility of the vessel's navigation lights.

(b) The blue light described in this section may be displayed by law enforcement vessels of the United States and the States and their political subdivisions.

Public Safety Vessels { Alternating flashing red and yellow light } (33 CFR 88.07)

(a) Vessels engaged in government sanctioned public safety activities, and commercial vessels performing similar functions, may display an alternately flashing red and yellow light signal. This identification light signal must be located so that it does not interfere with the visibility of the vessel's navigation lights. The identification light signal may be used only as an identification signal and conveys no special privilege. Vessels using the identification light signal during public safety activities must abide by the inland navigation rules and must not presume that the light or the exigency gives them precedence or right of way.

(b) Public safety activities include but are not limited to patrolling marine parades, regattas, or special water celebrations; traffic control; salvage; firefighting; medical assistance; assisting disabled vessels; and search and rescue.

Outcome:

- Final Committee edits 6-26-23.
- Final Model Act Draft
  - ***See attachment # 8 "No-Wake Model Act".***
- **Forwarded and approved by NASBLA Executive Board 7-10-23.**

ENF_2023-6 Emerging Technology

Research and provide information on new technology specifically being developed for maritime law enforcement utilization. Develop a catalog of equipment and information on utilization for member maritime agencies.

Charge Leader: Luis Sosa

Working Group: Billy Downer, Jared Bluem, Mike Mize, Dennis Wade

Needs Statement: As collective leaders in the field of maritime law enforcement, it is important that the law enforcement committee work together to identify new and innovative ways to leverage technological development for the purpose of enhancing public safety, saving civilian and officer lives, and apprehending criminals. The law enforcement committee shall use this charge as a mechanism to gather thoughts, ideas, conduct research, and provide a comprehensive catalog on new technology and thus providing maritime law enforcement professionals a product that keeps them informed and ahead of the rapid pace technological changing world they patrol.

Tasks:

- Luis Sosa produced and presented PPT at the March committee meeting on the topics identified from Survey data:
  - Side Scan-Sonar
  - Artificial intelligence – Vessel monitoring
  - Blue Force tracking – secure messaging – target interception – SAR pattern plotting (Preferred Raymarine technology)
- Billy Downer and Jared Bluem to spearhead sonar research.
- Mike Mize and Dennis Wade to spearhead Raymarine research.
- Mike Schpritt – mentioned tracking events on mobile phones – public focused – www.betterbayalliance.org

Outcome:

- ***See attachment # 9 "Emerging Technology"*** **This included Raymarine Axiom, Hefring's IMAS, and Deep Trekker/ROV**

ENF_2023-7 Risk Mitigation

Access 2021 incident data and make recommendations to NASBLA for educational offerings or policy enhancements to support maritime law enforcement, as a risk mitigation effort to reduce incidents within the enforcement and first responder community.

Charge Leader: Darren Kuhn

Working Group: Luis Sosa, Josh Mooi, Mike Schipritt,

Needs Statement: Identify incidents that affect first responders and look at mitigating factors, may not find data in BARD.

Tasks:

- Where to find data?
- Look at FAA self-reporting forms.
- Post BOAT Risk Matrix
- Categorize "close calls" – how do we know? dependent on reports.
    - First aid injury
    - Property damage
    - Equipment failure
    - The Charge team learned that this strategy was difficult if not impossible – close calls are just NOT well documented.
- Share Policy 3 Risk Mitigation with Mike Schipritt – The committee found the policy to be comprehensive and valuable. Future work may result in expansion of this BOAT Program Policy.
    - **See Attachment # 10 "Risk Mitigation Policy".**

TABLE OF CONTENTS

ATTACHMENTS

OH)WI)2023 Enforcement & Training Committee

Chair: Joe Campbell, TN
Board Liaison: Aaron Kerr, WY
Vice Chair: Carleton Richardson, ME
USCG Liaison: Brian Moore, USCG/BSX

STATE MEMBERS			
Joshua Mooi	Illinois Conservation Police	IL	joshua.mooi@illinois.gov
Guy Wendorf	Indiana DNR	IN	gwendorf@dnr.in.gov
Carleton Richardson	Maine Warden Service	ME	carleton.richardson@maine.gov
Jason Luce	Maine Warden Service	ME	jason.luce@maine.gov
Adam Block	MN DNR	MN	adam.block@state.mn.us
Marion Pearson	MS Dept. Of Wildlife Fishers and Parks	MS	Marion.Pearson@wfp.ms.gov
Jerad Bluem	North Dakota Game and Fish	ND	jbluem@nd.gov
Dennis Wade	NH State Police -Marine Patrol	NH	dennis.s.wade@dos.nh.gov
Manuel Overby	Energy, Minerals and Natural Resources	NM	manuel.overby1@emnrd.nm.gov
Jeremy T Davis	Ohio DNR, Division of Parks and Watercraft	OH	jeremy.davis@dnr.ohio.gov
Mike Mize	Oklahoma Highway Patrol	OK	mike.mize@dps.ok.gov
Thomas Edwards	PA Fish & Boat Commission	PA	Thedwards@pa.gov
Michael Schipritt	RIDEM-DLE	RI	michael.schipritt@dem.ri.gov
Billy Downer	SC Department of Natural Resources	SC	downerj@dnr.sc.gov
Chisolm Frampton	SC DNR	SC	framptonc@dnr.sc.gov
Raquel Salter	SCDNR	SC	salterr@dnr.sc.gov
Joe Campbell	TN Wildlife Resources Agency	TN	Joseph.Campbell@Tn.Gov
Luis Sosa	Texas Parks and Wildlife	TX	luis.sosa@tpwd.texas.gov
Shane Wilson	Dept of Wildlife Resources	VA	shane.wilson@dwr.virginia.gov
Darren Kuhn	Wisconsin Department of Natural Resources	WI	darren.kuhn@wisconsin.gov
David Trader	WV DNR Law	WV	david.w.trader@wv.gov
USCG			
Brian Moore	USCG/BSX		Brian.m.moore@uscg.mil

ASSOCIATE MEMBERS			
Jeff Hubert	Life Proof Boats		jeff.hubert@inventechmarine.com
Andrew Cox	FLIR		andrew.cox@flir.com
Anthony Covelli	Sirius Signal		anthony@siriussignal.com
Ross Johnston	Firstwatch		ross@firstwatchgear.com
Lee Gatts	WSIA		lee@wsia.net
Mike Bonham	Osage County Sheriff		sheriff@osagesheriff.org

REVISED ODW Award Program

Deadline for Nominations | August 15th

***NEW* Regional Law Enforcement Award**
Nomination must be submitted by the law enforcement agency.

The Regional Law Enforcement Award recognizes exceptional, regional-level achievements in boating under the influence detection, deterrence, and enforcement by an individual, a unit, bureau, division, or a combination of the preceding, for outstanding work directly related to the Operation Dry Water heightened awareness and enforcement weekend.

An individual, a unit, bureau, division, or a combination of the preceding, must be nominated by the agency in order to be considered for this award.

The Regional Law Enforcement Award recognizes candidates nationally based on:

- the nominating agency participated in and reported results for the Operation Dry Water weekend; and
- submission of a narrative by the law enforcement agency to include a description of the nominee's contributions to boating under the influence detection, deterrence, and enforcement focused on: deterrence of violations; enforcement of BUI laws; public relations; and boater education, **directly related to the Operation Dry Water campaign** and the three-day heightened awareness and enforcement weekend.

ODW Officer of the Year Award
Nomination must be submitted by the officer's agency.

The Officer of the Year will be recognized nationally based on:

- participation in Operation Dry Water;
- the officer's agency participated and reported results for 2023;
- the officer's work throughout the year in BUI prevention and enforcement; and
- the officer's activity and boating under the influence arrests during the 2023 Operation Dry Water weekend.

ODW Media Award
Nomination must be submitted by the agency or organization.

This award recognizes the best all-around media outreach campaign running prior to and during the annual Operation Dry Water heightened awareness and enforcement weekend.

Nominees should be candidates who used a creative media outreach platform to:

- promote awareness of the Operation Dry Water campaign and
- make a difference in recreational boating safety by educating boaters and raising awareness about the dangers of BUI.

Operation Dry Water 2023 Heightened Awareness & Enforcement Weekend Law Enforcement Report Form

Operation Dry Water Heightened Awareness & Enforcement Weekend | July 1 - 3, 2023

* 1. Select your type of agency:

- ◯ Local or State Law Enforcement Agency
- ◯ Federal Agency *(includes USCG)*

Operation Dry Water 2023 Heightened Awareness & Enforcement Weekend Law Enforcement Report Form

Operation Dry Water Heightened Awareness & Enforcement Weekend | July 1 - 3, 2023

* 2. USCG Unit or Station Name

3. USCG District:

4. USCG Sector:

5. Number of BUI - **Alcohol** Assists:

6. Number of BUI - **Drug** Assists:

Operation Dry Water 2023 Heightened Awareness & Enforcement Weekend Law Enforcement Report Form

Operation Dry Water Heightened Awareness & Enforcement Weekend | July 1 - 3, 2023

* 7. Agency Name

Operation Dry Water 2023 Heightened Awareness & Enforcement Weekend Law Enforcement Report Form

Operation Dry Water Heightened Awareness & Enforcement Weekend | July 1 - 3, 2023

* 8. Number of BUI - **Alcohol** Arrests/Citations:

* 9. Number of BUI - **Drug** Arrests/Citations:

* 10. Number of Officers that worked ODW weekend?

Any sworn law enforcement officer who was involved in the execution of the ODW mission and patrol during at least one day of the three-day weekend on land or on water.

* 11. Number of Vessels Contacted:

The number of vessels law enforcement came into contact with during the three-day ODW weekend. Contacts can be of a friendly nature, vessel/safety checks, investigative and enforcement, or other. This also includes USCG Boardings.

* 12. Number of Boaters Contacted:

Include operators and passengers.

* 13. Number of Boating Citations Issued:

14. Highest BAC Level (if known):

* 15. Number of Boating Safety Warnings:

16. Types of Activities Performed:

- [ ] Saturation Patrol Response
- [ ] Checkpoints Response
- [ ] Heightened Awareness During Normal Patrol
- [ ] Other (please specify)

* 17. State:

State: -- select state --

18. Other agencies/stations whose Operation Dry Water results are **included** in this report *(if any)*:

1.
2.
3.
4.
5.
6.
7.
8.
9.
10.

19. Other Significant or Interesting Notes:

20. Other agencies/stations who participated with you:

These agencies/units will submit their own report forms.

1.
2.
3.
4.
5.
6.
7.
8.
9.
10.

21. Locations of Operation Dry Water Activities:

22. Links to media coverage of your campaign and activities:

* 23. Report Submitted by: (First Name)

* 24. Report Submitted by: (Last Name)

* 25. ODW Reporting Contact Phone Number:

* 26. ODW Contact Email:

* 27. Agency Mailing Address:

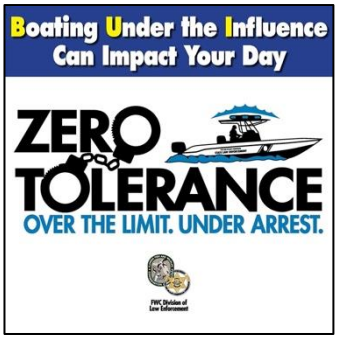
Attn:	
Company	
Address	
Address 2	
City/Town	
State/Province	-- select state --
ZIP/Postal Code	
Agency Phone Number	

If you have any questions about reporting please contact Taylor Matsko (taylor.matsko@nasbla.org / 859.225.9487).

BOATING SAFETY EDUCATION, ENFORCEMENT KEY TO KEEPING FLORIDA WATERWAYS SAFE FOR EVERYONE IN THE BOATING CAPITAL OF THE WORLD

JUNE 21, 2023: The Florida Fish and Wildlife Conservation Commission (FWC) Division of Law Enforcement consists of 860 sworn personnel who operate in six regions throughout the state. FWC officers are responsible for uniformed patrol and investigative law enforcement services on more than 8,400 miles of coastline, 13,200 square miles of offshore waters and innumerable rivers, lakes, and streams throughout the state.

With more than one million registered recreational vessels, Florida is recognized as the "Boating Capital of the World." With that distinction, the Florida Fish and Wildlife Conservation Commission (FWC) and law enforcement partners statewide have an important responsibility to keep the millions of visitors and residents who enjoy the state's beautiful waterways safe.



"We had fewer boating incidents in Florida in 2022 than we did in 2021 but fatalities statewide were up," said Col. Brian Smith, Director for the FWC Division of Law Enforcement. "I am proud of the effort our officers and boating and waterways staff put into getting boating safety messaging out to the public throughout the year and my hope is we will see both of these statistics decrease next year."

The FWC uses National Safe Boating Week to kick off the summer boating season with an annual reminder for boaters to prioritize safety while enjoying recreational activities on Florida's beautiful waterways. This annual education push focuses on key messages and provides opportunities for media ride-alongs, press conferences and important public outreach events.

Boating safety education emphasizes the importance of responsible behavior on the water. It educates boaters about the need to follow navigation rules, maintain a safe speed, and operate boats in a manner that does not endanger others. Additionally, it highlights the significance of respecting the marine environment, wildlife, and other boaters' rights. By promoting responsible behavior, education contributes to a safer and more enjoyable boating experience for everyone.

Enforcement is also key to maintaining safety on Florida's waterways. Boating while under the influence of alcohol or drugs can impair a person's judgment, coordination, and reaction time, increasing the risk of incidents, injuries, and fatalities. By enforcing BUI laws, the FWC aims to prevent boating incidents and protect the lives of boaters and other waterway users.

The FWC is the largest maritime law enforcement entity in the state, and the task set before it is a daunting one. As a result, the agency prioritizes officer training and involvement in BUI enforcement.

In the first six months of 2023, FWC officers conducted more than 170,000 hours of water patrol, with 88,557 hours classified as boating safety. More than 57,000 vessel inspections were conducted in those six months alone. More than 300 impaired operators have been removed from Florida waterways in the first half of 2023 for Boating Under the Influence. These results would not be possible without the energy and importance placed on BUI training and enforcement.

FWC officers had one main objective over the 2023 Memorial Day weekend: to keep boaters safe. Partnering with other law enforcement agencies, FWC officers were proactive in getting boating safety messaging out to the public before the weekend and were on the lookout for reckless or impaired vessel operators. Between May 27-29, FWC officers removed approximately 100 unsafe and impaired vessel operators across the state of Florida for boating under the influence and responded to over 30 boating incidents. There were zero fatalities reported during this time.

“I credit the visibility and the hard work of our officers and partner agencies educating the public, removing impaired boaters from behind the wheel and responding quickly to incidents. Nothing would make me happier than to report the number zero every year,” said Col. Smith. “Operating a vessel while impaired not only puts yourself and everyone on board in danger but also everyone else around you trying to enjoy a great weekend on the water.”

The FWC has 22 certified Drug Recognition Experts (DREs) who have completed a comprehensive certification for including prerequisite training in Standardized Field Sobriety Training (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE). According to the Institute of Police Technology and Management (IPTM), only about 1.1% of all law enforcement officers in the United States are certified DREs.

The FWC boasts 420 certified Breath Test Operators (BTO), approximately half of all sworn officers. FWC recruits also receive this training while in the FWC academy, so all new officers are certified BTOs when they graduate. Along with BTOs, 14 Intoxilyzer inspectors across the state keep necessary equipment functioning and calibrated.

Continuous training takes place across the state to keep officers well versed and comfortable. Approximately 20 Standardized Field Sobriety Training and Boating Under the Influence refresher trainings take place annually throughout Florida, in addition to multiple Boating Under the Influence training events for local law enforcement agencies.

The FWC has a zero-tolerance approach to BUI enforcement. Publicizing the consequences of BUI, such as fines, license suspension, and potential criminal charges, discourages individuals from boating while intoxicated. Additionally, BUI enforcement efforts can raise awareness about the dangers of impaired boating, educating boaters about responsible behavior on the water and encouraging them to make informed decisions.

Impaired boaters are also impaired drivers, and the FWC works closely with Florida chapters of Mothers Against Drunk Driving, who have enthusiastically included boating under the influence in their outreach campaigns.

The FWC's year-round efforts, but especially during Operation Dry Water, play a vital role in protecting lives, promoting safe boating practices, ensuring legal compliance, and fostering a culture of responsible behavior on the water. By actively addressing the issue of impaired boating, we aim to minimize incidents, injuries, and fatalities, enhancing the overall boating experience for residents and visitors alike.

The FWC has been involved with NASBLA's Operation Dry Water (ODW) campaign since its inception in 2009 and will be promoting awareness and conducting heightened enforcement targeting BUI this year as well. Public safety announcements, press conferences, advertising and zero tolerance outreach, coupled with increased enforcement heightens awareness and increases public safety on the water. Law enforcement arrested 93 impaired operators last year in Florida during the national event.

In September 2022, the National Association of State Boating Law Administrators (NASBLA) selected FWC Officer Specialist Nicole Basford as the 2022 Operation Dry Water Officer of the Year. Basford's many accomplishments include 58 BUI/DUI cases, mentoring countless officers and investigators regarding BUI enforcement, training new officers and leading targeted BUI enforcement details. In addition to her patrol duties, Basford is a BUI instructor at the FWC Academy and teaches BUI curriculum in the Northwest Region and for partner agencies.

Alcohol is a leading contributing factor in recreational boating deaths, and a major contributor to incidents. In 2021, 32% of fatal incidents were related to alcohol or drug use while in 2022, 13% of all fatal incidents were related to alcohol or drug use.

"When boaters choose to operate while impaired, they are endangering not only themselves but their family, friends and other boaters on the water as well," said Maj. Beaton, the Boating

and Waterways section leader. “As FWC officers, it is our job to do all we can to ensure the safety of our recreational boaters and paddlers. That is why the FWC is joining other states and agencies across the country to do our part in keeping boaters safe and preventing incidents related to boating under the influence.”

Operation Dry Water Heightened Awareness & Enforcement Happening This Weekend Nationwide

Operation Dry Water (ODW) is a year-round, national boating under the influence (BUI) heightened awareness and enforcement campaign focused on reducing the number of alcohol- and drug- related incidents and fatalities on the water. The 2023 Operation Dry Water heightened awareness and enforcement weekend will be starting Saturday, July 1st, and will run through Monday, July 3rd, nationwide.

LEXINGTON, Ky. (PRWEB) June 30, 2023 -- On Thursday, June 29th, the Pennsylvania Fish and Boat Commission (PFBC), in partnership with the National Association of State Boating Law Administrators (NASBLA), U.S. Coast Guard, Pennsylvania State Police, and Pennsylvania Department of Transportation, kicked off the 2023 Operation Dry Water heightened awareness and enforcement weekend with a press conference at Point State Park.

Operation Dry Water (ODW) is a year-round, national boating under the influence heightened awareness and enforcement campaign focused on reducing the number of alcohol- and drug- related incidents and fatalities on the water. Annually, Operation Dry Water facilitates a three-day heightened awareness and enforcement weekend, targeting operators who choose to boat under the influence of alcohol or drugs. The 2023 Operation Dry Water heightened awareness and enforcement weekend will be starting this Saturday, July 1st, and will run through Monday, July 3rd, nationwide.

“Law enforcement agencies from all 56 U.S. states and territories, including the U.S. Coast Guard, will be participating in Operation Dry Water,” said Taylor Matsko, NASBLA Communications and Marketing Director. “These agencies and their officers will focus their efforts on detecting impaired boaters, removing them from our nation’s waterways, and educating the public about the dangers of boating under the influence of alcohol and drugs.”

Boating under the influence is a 100% preventable crime, and unfortunately, many impaired operators become impaired drivers at the boat ramp. Operation Dry Water appreciates its partners on the road who work diligently to address this preventable crime.

“The Fourth of July holiday is upon us, and the Pennsylvania State Police want to remind drivers that troopers have a zero-tolerance policy for impaired driving,” said Trooper Melinda Bondarenka, Pennsylvania State Police. “The Pennsylvania State Police will be conducting driving under the influence (DUI) checkpoints in the area with state and local law enforcement partners.”

Alcohol use continues to be the leading contributing factor in recreational boater fatalities, and a leading factor in recreational boating incidents.* Nationally there has also been a rise in incidents related to drug impairment.

“Safety is the Pennsylvania Department of Transportation’s most important priority,” said Cheryl Moon-Sirianni, Pennsylvania Department of Transportation Executive Deputy Secretary. “Driving while impaired by alcohol, drugs, or any combination of these can put you and others at great risk.”

Along with promoting increased awareness of the dangers surrounding impaired boating, NASBLA believes

that the best way to reduce boating under the influence is to strengthen law enforcement capabilities on the water. Throughout the country, many law enforcement officers participate in boating under the influence training to stay up to date on the latest developments in detection and enforcement.

“One tool that marine patrol officers have been using since 2010 to assist in boating under the influence investigations is the seated battery of field sobriety tests,” said Walter Hodgkiss, NASBLA Lead Instructor for its Boating Under the Influence Program. “Officers can use these tests in the marine environment to make an accurate arrest/release decision without relying on equilibrium. No longer is it necessary to detain suspected impaired boat operators and take them ashore to conduct standing field sobriety tests.”

While many people recognize that impairment is dangerous for the operator of any vessel, boating under the influence is also extremely perilous for passengers as well.**

“There are going to be a lot of extra boaters out on the water, some of which could be inexperienced,” said U.S. Coast Guard Chief Christian DiPaolo. “We want to encourage everybody to be safe and enjoy the weekend. The U.S. Coast Guard will be out across the nation looking for impaired operators and working to keep everyone safe.”

Keeping drugs and alcohol off the water completely is critical to a safe boating environment, along with wearing a life jacket, using an engine cut-off switch, and taking a boating education course prior to getting on the water.

Operation Dry Water (ODW) is produced under a grant from the Sport Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard and is a product of the National Association of State Boating Law Administrators (NASBLA).

*2022 U.S. Coast Guard Recreational Boating Statistics
**2019 NASBLA Boating Under the Influence (BUI) Research Report

Tips for Shooting a Micro-Learning Video

Pre/Post Shoot –

- Set up in an ideal location. Be mindful of environmental factors around you that could potentially diminish the video quality.
- Do test recordings of audio/video to review quality. Make adjustments as needed.
- Transfer the video File using WeTransfer. (How to use WeTransfer)
  Transferring the file via email will compress it, causing the quality to diminish.
- Save The video as an MPEG-4 (.mp4) file.

Audio –

- Try to minimize outside noise.
- Avoid areas that naturally echo sound.
  Rooms should be fairly small. Sound dampens with carpeting, curtains, furniture, etc.
- Invest in & utilize a external microphone. (Example here)

Video –

- Turn phone into Landscape. (Horizontal)
- Set for HD format. (1280 X 720 or other “720p” setting)

- Invest in & Utilize a Tripod / Gimbal Stabilizer. Anything that stabilizes your camera for the video.
  (Tripod Example) (Gimbal Stabilizer Example)

- Utilize Natural Light.
- Avoid shooting directly into Sun / Light source.
- Avoid Auto Focus.
- Move your camera closer in proximity rather than pinching to zoom.
- Utilize your camera's built-in grid. Be mindful of the rule of thirds.

IBO-MPF Train the Trainer Course – Videos/ yellow=priorities for new or replacement videos --- Blue = micro-videos produced during the 2023 committee cycle
Updated 6/13/23

Slide	Address	Name
35	https://vimeo.com/344090249	USCG 2019 - Life Jacket Labels v6-captioned
39	https://www.youtube.com/watch?v=g5eniRI0mXM	Inflatable Life Jackets: Everything You Need to Know
48	No current video	Officer Communications
54	YouTube	Officer launching mishap (humorous)
63	NASBLA Vimeo	Safety Chains – PA FBC
71	https://youtu.be/vVVEl917UOU	How To Back a Trailer
73	PA Video	How To Launch Your Boat at the Ramp Launch a Boat Solo
81	PA Video Boatmaster Boatmaster Boatmaster	Pre-Launch Checklist Proper light connections Trailer bunk inspection Tire inspection and Maint
84	YouTube	Bowline Knot
85	YouTube	Figure 8
86	PA VIDEO	How to Tie a Cleat Hitch
88	PA Video	How to Tie a Truckers Hitch
95	https://www.youtube.com/watch?v=eYvKHHvuh1U.	Basic Maintenance for the Boat Operator
98	NASBLA Vimeo	How to Change a Prop – PA FBC
126	PA video	Kill Switch Lanyard use.

	NASBLA Vimeo	Corporal Anderson – DE Natural Resources Police
133	no current video	Weathervane effect
139	no current video	180-degree turn in close quarters

155	no current video	River hazards Overview/take additional training
170	YouTube	Helicopter towing a boat mishap
173	NASBLA Vimeo	How to set up a rear tow for towing another vessel - MA
175	YouTube	Hip Tow
189	https://youtu.be/_TuJoJxmeNI	Foundation Findings #44 Jonboat – use of a rescue sling (or loop)
191	NASBLA Vimeo	Unplanned Person Overboard
194	PA Video Pa Video	How to Throw a Throw Bag Throw bag w/victim miss
195	no current video	PIW Recovery Options
197	NASBLA Vimeo	Capsized Vessels – Assisting a paddler - AZ
199	YouTube	Options for Righting a Large Capsized Boat
208	NASBLA Vimeo	What we do – Stopping a SUP violation - AZ
217	NASBLA Vimeo	Placing a life jacket on a person in handcuffs - WY
220	no current video	Night Operation Considerations
	29 videos identified/ 16 new or in need of replacement	

NASBLA MODEL ACT FOR SAFE PRACTICES DURING LAW ENFORCEMENT AND PUBLIC SAFETY OPERATIONS

This issue was originally brought to the NASBLA (National Association of State Boating Law Administrators) Enforcement and Training Committee in September 2022 from an associate member, C-PORT, a nonprofit organization representing the marine assistance industry. Although initially proposed to support marine assistance operations, NASBLA membership identified marine law enforcement operations at risk, when not protected by safe boating practices requiring vessels to slow to no-wake speed in the vicinity of law enforcement and public safety.

Since the mid 1990s, states have enacted move over laws requiring drivers to give a one lane buffer to stopped emergency vehicles. In recent years, state legislatures began enacting maritime move over laws for vessels, akin to laws enacted for land-based vehicles. These move over laws do not apply as neatly to the marine environment as wakes - the waves created by the hull of the vessel as it moves through the water – can impact other vessels downstream from the moving vessel. Given the unique risks only present in the water, law enforcement and public safety, are exposed to heightened danger while conducting the activities defined within this model act. For boaters, knowledge of this danger is critical as courts hold that a vessel's wake is an extension of the vessel, making the operator responsible for the wake created.

Section 1. (*Short Title.)* This act may be titled Safe Practices during Law Enforcement and Public Safety operations.

Section 2. *(Applicability.)* The provisions of this act apply to all waters within the jurisdiction of this state.

Section 3. (*Definitions for purposes of this Model Act.)*

(1) "Law Enforcement Vessel" means any vessel conducting inspection, enforcement or assistance while displaying flashing *blue* lights, (*or enforcement lighting configuration consistent with state authorization)*, located so that it does not interfere with the visibility of the vessel's navigation lights .
(2) "Public Safety Vessel" means any vessel conducting marine inspection, enforcement, towing, or assistance while displaying alternating red and yellow flashing lights, (or *lighting configuration consistent with state authorization)*, located so that it does not interfere with the visibility of the vessel's navigation lights.
(3) "Vessel" means any vessel propelled in whole or in part by machinery, including a vessel temporarily equipped with a detachable engine.
(4) "Operate" means to navigate or otherwise control the movement of a vessel, including control of the vessel's propulsion system.
(5) "Operator" means the person who navigates or is otherwise in control or in charge of the movement of the vessel, including control of the vessel's propulsion system.
(6) "Slow no wake" means operation of a vessel at the slowest speed necessary to maintain steerage and that reduces or eliminates the disturbance of the water (waves) resulting from the passage of the vessel's hull.

Section 4. *(Requirements.)* (1) Upon the immediate approach of a law enforcement or public safety, vessel with flashing lights engaged, the approaching vessel operator shall immediately slow to no-wake speed, so as not to inhibit or interfere with the operation of the law enforcement or public safety vessel. (2) The operator of an approaching vessel, passing within 200 feet of vessels conducting law enforcement or public safety operations, shall proceed at a slow no wake speed until more than 200 feet beyond the area of operation of the law enforcement or public safety vessel .

Section 5. *(exemptions)* The provisions of this act do not apply to a vessel operator if otherwise directed by an official in the law enforcement or public safety vessel.

Section 6. *(Penalty for Violation)* A violation of this act constitutes a *(insert offense and penalty(ies.))*

Section 7. *(Effective Date.) (Insert effective date.)*

ENFORCEMENT & TRAINING COMMITTEE

Purpose:

- The Enforcement & Training committee will work to advance boating safety by researching and disseminating information on new techniques and technologies for marine law enforcement officers; developing training and certification programs; and addressing boating under the influence issues. These tasks will be addressed through the work of two subcommittees: Training & Certification and Enforcement Techniques & Technology.

Vision Statement:

- To assist this committee in charting the necessary building blocks and progressive charges over the next five years, this committee has developed several strategic elements. These elements will become the guideposts in all charges developed over the five-year period. Each committee cycle will define the objectives/charges that will promote the strategic elements and help define the actionable goals for each committee work year. • Promote the adoption of the BOAT Program in all states and territories. • Maintain national training standards and third-party certification and acceptance consistent with and accepted by DHS. Promote those national standards in “all hazards” related legislation. • Identify, study, and report to membership on emerging technology and applications for the maritime community of law enforcement and first responders. • Assure that marine law enforcement has the tools, information, and messaging to reduce accidents, injuries, and fatalities within the recreational boating community. • Assure that marine law enforcement is trained and ready to ensure the safety and security of America’s waterways and maritime community.

Charge:

- ET_2023_6 - Research and provide information on new technology specifically being developed for maritime law enforcement utilization. Develop a catalog of equipment and information on utilization for member agencies.

Charge Statement:

- As collective leaders in the field of maritime law enforcement, it is important that the law enforcement committee work together to identify new and innovative ways to leverage technological development for the purpose of enhancing public safety, saving civilian and officer lives, and apprehending criminals. The law enforcement committee shall use this charge as a mechanism to gather thoughts, ideas, conduct research, and provide a comprehensive catalog on new technology and thus providing maritime law enforcement professionals a product that keeps them informed and ahead of the rapid pace technological changing world they patrol.

Table of Contents

Maritime Navigation

1. **Raymarine Axiom Pro with eAIS:**

Product Description – Axiom Pro is engineered for operators that want it all. Axiom Pro offers RealVision 3D, 1kW CHIRP sonar, and Raymarine HybridTouch control. Axiom Pro is an "all-in-one" multifunction devices with a fast quad-core processor, a bright high-definition IPS display, and the smart LightHouse OS. Axiom Pro has the capability to be integrated with multiple Raymarine displays, autopilot and FLIR thermal night vision technology.

Key Features

- Offers personalized user profiles
- Supports Navionics, Raster, and Vector charts
- RealVision 3D Solar
  - Scroll back option
- GPS Trail
- Thermal Camera Options
- Integrates with Raymarine radar
- Video Monitoring

Key Port Security Grant Qualifiers

- Electronic package with integrated encrypted AIS for a port security patrol asset operating in the maritime environment surrounding the Port.

- Enhanced protection of soft targets and crowded places.

- Allow for inter-agency capability and awareness for response efforts as well as enforcement efforts in the Port.

- Increase domain awareness through a multi-layered and multi-disciplined project which unifies maritime domain awareness, protection of key resources and critical infrastructure, and provide effective and efficient emergency response while maintaining cyber security standards.

- Allow integrated first responder centric capabilities that are fully compatible with US Coast Guard two-way encrypted communication functionality directly from USCG Command Centers and between equipped response vessels.

Procurement Options:

- Agency Budget
- Port Security Grant
- Private Donations

Product Informational Links:

- First Responder Marine Electronics | Search and Rescue Boats | Raymarine
- AIS5000 | Automatic Identification System | Raymarine

Maritime Artificial Intelligence

2. Hefring Marine's Intelligent Marine Assistance System (IMAS)

Product Description: IMAS tackles two of the largest cost and risk drivers of fleet operations, accidents and fuel consumption. IMAS is a vessel fleet management and analytical solution. This system is designed to empower vessel owners, operators, and managers with advanced tools for efficient vessel fleet management via real-time monitoring and data-driven metrics. Using data collected through vessel motions, weather and sea conditions, engines and systems, and operator and vessel responses, the system presents to the operator, in real time, recommended speeds. Depending on the trip mode, the system will either recommend the highest attainable safe speed or the highest fuel-efficient speed. The systems sensor units accurately monitor impacts and vibrations caused as the vessel moves through the water, which are displayed in real-time to the operator, delivering alerts on board and on shore to a "home-base" when an impact threshold is exceeded.

Key Features

- Compatible with multi-function displays from Garmin, Raymarine, and Simrad
- Provides speed guidance
- Monitors vessel impacts
- Provides route guidance
- Provides live vessel monitoring
- Allows for custom rules and alerts
- Provides statistical vessel operations reports
- Offers personalized user profiles
    - Allows for the programing of vessels performance rules/alerts based on operator experience.

Key Port Security Grant Qualifiers:

- Artificial intelligence integrated monitoring system, when equipped on a port security patrol asset will provide effective and efficient emergency responses, enhancing the protection of soft targets and crowded places.

- Artificial intelligence integrated monitoring system uses collected, calculated and forecasted data to provide weather-adaptive route guidance for an optimized route to follow during SAR cases and LE **missions.**

Procurement Options:

- Agency Budget
- Port Security Grant
- Private Donations

Product Information Links:

- Hefring Marine | Intelligent Marine Guidance
- Want to Reduce Fuel Costs and Injury to Your People? Use AI on your Boats (nmlea.org)
- https://youtu.be/5pBsY1fws7A

Underwater ROV/Side Scan Sonar

3. **Deep Trekker ROV:**

Product Description – Remotely operated vehicle that is portable and easy to use, providing solutions to various underwater projects. Deep Trekker's technology consists of custom hardware and software to provide a superior ROV user experience, camera stabilization, recording capabilities, and global connectivity.

Key Features

- Allows for underwater search/scans in waters too extreme for divers
- Allows for longer deployments
- Allows for deeper dives – 305m
- Provides sonar and global positioning capabilities
- Extremely portable

Key Port Security Grant Qualifiers

- Increased domain awareness through an in-depth search/scan and identification of parasitic devices on large ocean-going vessels thus enhancing the protection of soft targets and crowded places.

- Provides a layered defense to threats in an environment often overlooked, "under water".

- Support search and rescue operation in waterborne environments that are inaccessible or extremely dangerous for divers.

Procurement Options:

- Agency Budget
- Port Security Grant
- Private Donations

Product Informational Links:

- Port Security & Safety: The Role of ROVs - Deep Trekker
- Law Enforcement ROVs: SAR, Underwater Investigation and Security (deeptrekker.com)
- https://youtu.be/3_3WuFCrqaA
- https://youtu.be/3jZduHzu4G4
- https://youtu.be/ko_9nNp3cDA
- https://youtu.be/_nTSlYB_QzI

BOAT PROGRAM POLICY 3:

BOAT Program Risk Mitigation Plan

For NASBLA BOAT Program internal clarification, the following policy has been established:

BOAT POLICY NUMBER: 3
TITLE: Risk Mitigation Plan
EFFECTIVE DATE: 11-15-2012
REFERENCES:

A. National Instructor Credentialing Program (NICP)
B. BOAT Program Policy 1 “Administrative structure, definitions and position responsibilities”
C. BOAT Program Policy 2 “Certificate Issuance”

3.1 Purpose:

Risk management plans are an important component in the development process of any major project. Even with the best instructors and equipment, problems will occur. A risk management plan allows for leaders to prepare for the inevitable issues that frequently happen, prevent other issues from occurring, and address all issues before they become emergencies.

Any NASBLA course delivered by NASBLA instructors, whether in the classroom or on the water, contains an element of risk. This policy will address the multiple course environments in which NASBLA has exposure to risk and will attempt to mitigate that risk in the form of a clearly defined policy.

3.2 General Risk

Risk is defined by whether a chance of exposure to injury or loss exists; however, there are varying degrees of risk. To determine the levels, the probability of an event occurring must be compared to the impact the event would have if it were to occur. In order to reduce risks, one must first reduce the probability of risks occurring or reduce the impact once they have occurred.

A good example of this would be the risk of getting sunburned while taking the course. The probability of this occurring is very high because in operational courses the training will take place outdoors on a boat. While minor sunburn will have very little impact on the outcome of the course or on the participants' ability to participate in the course, there are ways to mitigate the risk of sunburn. One way is to remind participants to wear sunscreen and hats. An instructor could also supply participants with a bottle of sunscreen. In addition, if it is possible to do so, a boat with a canopy over the steering console could be used for the course. A list of contingencies for someone suffering from sunburn would include applying aloe lotion, drinking a lot of water, moving into the shade, putting on a layer of protective clothing, and applying cool cloths to the affected area.

A matrix outlining other possible risks is in **Appendix A for Operational Classes, and Appendix B for Technical Lab Classes.** Each risk is categorized by the probability of its occurrence as well as what the impact would be if it did happen. A list of ways to reduce the probability of the risks as well as a list of ways to minimize the impact are also included.

One of the best strategies for diminishing the number of risks comes in the form of a release statement or waiver, which is required for all operational courses. People participating in the course would be required to acknowledge that they were aware of the risks involved and would practice specific behaviors in order to minimize the chance of risk. One item that will be included in the release statement is the requirement for participants to wear a life jacket at all times when on or near the water. Not only would this minimize

the risk of drowning, but with the new inflatable types that are less bulky and more comfortable to wear for a full day, there should be no excuse why they can't be worn all the time. **A prepared release statement can be found in Appendix C.**

3.3 NASBLA's Operational On-The-Water Courses:

Operational courses include:

Basic Crew Member (BCM)
Boat Operator for Search and Rescue (BOSAR)
Tactical Operator Course (TOC)
Pursuit and Stop (PAS)
Airboat Operator Course (AOC)
Enhanced Vessel Operators Course (EVOC)

All provide a national hands-on skills training model and may involve close-quarter vessel operation. The ultimate goal of these courses is to raise the skill level of boat operators who are operating various classifications of vessels, thereby utilizing the capabilities of their enforcement and emergency response watercraft.

When possible, these courses are taught in a sheltered aquatic environment such as a harbor or inlet where wind and current will have less of an impact on the boats, but inevitably the environment itself will pose challenges and potential risk.

Students participating in the courses are instructed on how to operate the boat using a progressive teaching method in which the instructor first demonstrates the task and then allows the student to perform one part of the task at a time under direct supervision until the student is able to perform the entire task. All maneuvers are done from a slow speed all the way to the full capability of their vessel.

By its very nature, operational courses include a number of risks, but this does not mean that the course is dangerous. Instead, extra caution should be used when preparing to teach a given course in order to plan for possible risks.

Another mitigation strategy involves the use of a checklist prior to the start of each course. The checklist would be used by the instructor to ensure that all safety equipment is on board the boat as well as any teaching materials that might be needed. The checklist will also allow the instructor to carry out a safer course. **A sample checklist is included in Appendix D.**

Another piece of an effective risk management plan is a communications plan. In the event that an emergency takes place, the appropriate persons need to be notified, but they should be notified in a specific order. Much like after a car accident, a driver should not immediately call his insurance company without first finding out if anyone has sustained

injuries in the accident. Although notifying the insurance company should be on the list of calls to be made, in this situation, a more appropriate first call would be to request an ambulance**. A series of communications plans suitable for the operational courses can be found in Appendix E.** Each plan is based on a different reason for activating them: major injury, problem with the boat, etc.

3.4 NASBLA Technical "Lab" Courses

Classes include:

Boating Under the Influence (BUI)
Accident Investigation Comprehensive (AIC)
Accident Investigation Advanced (AIA)

All contain elements of risk in the form of liability to NASBLA, the Instructor and the students, even within the classroom environment and in the lab setting.

An incident report form is also included as part of the communications plan. This form shall be completed by the lead instructor to notify the Program Director of what happened. In addition, this report will provide a written, firsthand account of the event. A copy of the report form can be found in Appendix F.

Appendix A: Operational Course Risk Mitigation Model

The matrix below outlines the possible risks that could happen in correlation with operational courses. Beside each event, the probability of it occurring as well as the impact it would have if it did occur are listed using a scale from 1 to 5 with 1 being least probable/lowest impact and 5 being highest probable/highest impact. A list of ways to prevent the event from occurring is under the "Mitigation Strategy" category and a list of ways to reduce the event's impact to the overall course is under the "Contingency Plan" category. The example provided in the narrative above regarding sunburn is shown as the first event in the chart. Additional space is available at the end of the chart for other possible risks that have not yet been identified.

Event	Probability	Impact	Mitigation Strategy	Contingency Plan
Personal Injury Risks				
Sunburn	5	1	• Encourage wearing hats, sunscreen and protective clothing. • Use a boat with a canopy.	• Aloe lotion, cool clothes, put on protective clothing, move into shade, drink water.
Seasickness	5	1	• Encourage use of anti-nausea medication.	• Drink water, get fresh air, return to the dock for a break.
Slip and fall	5	2	• Require wearing non-slip shoes. • Keep floors dry and free of clutter.	• Check for breaks or sprains on injured area. • Use ice packs in first aid kit and stabilize area. • If serious injury, implement communications plan #1.

Event	Probability	Impact	Mitigation Strategy	Contingency Plan
Falls overboard or ejection from boat	4	2	• Require wearing life jackets. • Prohibit sitting on gunwales or standing without holding on to something. Kill switch lanyard attached to operator. • Follow proper briefing procedures in classroom, and ensure student understanding of safety parameters of course.	• Turn off engine. • Throw PFD to person in water. • Rescue person and bring him back aboard. • Check for injuries. • If serious injury, implement communications plan #1.
Pinched fingers or other injury sustained while docking boat	3	3	• Announce that hands should be kept inside the boat while docking and that no one should reach towards the dock until the boat is stopped.	• Check for sprains or breaks to injured area. • Use ice packs in first aid kit and stabilize area. • If serious injury, implement communications plan #1.
Sudden illness (heart attack, diabetic shock, stroke, etc.)	1	5	• Ask participants to disclose any medical problems prior to the start of the course and carry medication.	• Head toward dock and implement communications plan #1.
Capsize	1	4	• Require wearing life jackets.	• The course will take place in a sheltered area where the shore is not far away. • If able, swim to the shore. If not, stay with the boat until help arrives. • Signal for help.
Drowning	1	5	• Require wearing life jackets.	• Although the likelihood of this happening is very low since a plan is

Event	Probability	Impact	Mitigation Strategy	Contingency Plan
				in place for falls overboard situations, if it does occur, implement communications plan #1.
Propeller strike	1	5	• All precautions taken to prevent a falls overboard will lessen the likelihood of this event. • As soon as someone enters the water, turn off the engine.	• Seek immediate medical attention for victim and implement communications plan #1.
Boating Equipment Risks				
Run out of gas	2	1	• Use the checklist prior to the course to ensure boat has gas. • Keep an eye on the fuel gauge and return to the dock to refill if needed.	• Drop anchor and call local towing company for assistance.
Mechanical problem	2	4	• Use the checklist to ensure everything is working well prior to the course.	• Return to the dock immediately if anything is not operating correctly or drop anchor and call local towing company for assistance.
Taking on water	1	5	• Use the checklist to ensure the plug is in place and all thru-hull fittings are sealed.	• Determine where leak is coming from and attempt to plug hole. • Return to the dock immediately if unable to fix. • Call USCG (Mayday) if boat begins to sink. • Implement communications plan #2.

Event	Probability	Impact	Mitigation Strategy	Contingency Plan
Collision with another vessel or object	3	5	• The nature of the course being held in a safe area and maneuvering happening only under idle speed lessens the probability of this happening. • Instructors and other students will keep lookout. • Follow proper briefing procedures in classroom, and ensure student understanding of safety parameters of course.	• Check for injuries. • If serious, implement communications plan #1. • Assess damage to own vessel and other vessel/object and whether the boat is still seaworthy. • If serious, implement communications plan #2.
Boat becomes grounded	3	3	• Course being held in a safe area lessens the probability of this happening. • Instructors and other students will keep lookout. • Follow proper briefing procedures in classroom, and ensure student understanding of safety parameters of course.	• Check for injuries. • If serious, implement communications plan #1. • Assess damage and ability to move the boat. • If serious damage occurs, implement communications plan #2.
Fire	1	5	• A fire extinguisher is required on board.	• Determine where fire originated. • Use fire extinguisher and call USCG for help (Mayday). • If fire becomes uncontrollable, abandon ship and swim to safety (implement communications plan #2).

Event	Probability	Impact	Mitigation Strategy	Contingency Plan
Other risks				
Bad weather	5	3	• Instructors should obtain a weather report for the day before beginning each class session. • Conduct GAR Risk Assessment. • If weather is poor, class will be postponed.	• If an unexpected storm occurs, head the boat to dock or nearest shore and take cover.
Instructor sickness	2	3	• Instructors should prepare a week in advance of deployment, and notify the Program Director early if sickness will impact their ability to work.	• Notify Lead Instructor. • Notify Program Director for possible assignment of replacement.
Instructor injury outside of course delivery (during travel)	1	4	• Instructors should strive to operate safely in their personal vehicles or rental cars during travel.	• Notify Lead instructor immediately. • Notify Program Director (or higher) immediately.

Appendix B: Technical "Lab" Course Risk Mitigation Model

Event	Probability	Impact	Mitigation Strategy	Contingency Plan
BUI Course Delivery Risks				
Alcohol poisoning	3	5	Control drinking environment per "Guidelines for a Controlled Drinking Practice Session."	Drinker may quit drinking at any time. Target BAC of .06 to .13.
Loss of control by drinker	2	5	Control drinking environment per "Guidelines for a Controlled Drinking Practice Session."	Assign sponsor to each drinker. Monitor BAC levels at prescribed intervals.
Drinker eligibility	1	5	We go through a series of questions and checks to verify eligibility and turn away those who are not eligible. Read and sign the NASBLA "Alcohol Workshop" form.	
Post-workshop drinker safety	2	5	Assign a sponsor responsibility for ensuring safe delivery of drinker to home/room.	Allow sufficient time for effects of alcohol to subside. Monitor BAC level prior to dismissal.

Appendix C:

The following document must be printed and signed by each participant. In addition, a copy of the rules will be furnished to each participant.

All course participants and instructors are required to wear life jackets and all safety equipment as directed by the "Lead Instructor" to sign a waiver before beginning the course.

Waiver Form

I hereby release and discharge the National Association of State Boating Law Administrators, instructors, local marine patrol agency, sponsors, organizers and any or all persons connected with the NASBLA BOAT Program from any and all liability for any injuries or damages I might sustain while participating in the course. I acknowledge that wearing a life jacket and obeying all of the rules set forth below are required. I voluntarily execute this release with full knowledge that I will not be able to hold any of the foregoing entities liable for such injuries.

I know that boating carries risks, both natural and man-made which could cause severe or fatal injury. There may be times when the instructor(s) will say "Stand aside" or "Do as I say" to take control of the situation and avoid danger. At all times, but especially in these situations, I will listen and follow the instructor's directions. I agree that I must take an active role in understanding and accepting the risks, conditions and hazards associated with boating and take an active role in preventing accidents from happening.

Signed: _____ Date: _____

Printed: _____

Rules for the NASBLA BOAT Program

Operational On-the-Water Courses

1. All participants and instructors must wear a Coast-Guard approved personal flotation device (life jacket) at all times while on the dock or the boat.

2. All participants and instructors must carry proper identification (driver's license) and or a Department- or Agency-issued identification.

3. All participants and instructors must wear non-skid shoes appropriate for being on the docks and boats.

4. All participants and instructors must abide by the Navigation Rules as well as any other regulations or laws pertaining to operation of a boat on the waters where the course will be taking place.

5. All participants and instructors are encouraged to bring sunscreen, a change of clothes, sunglasses, a hat, helmet, water, snacks and anything else that may be needed for a day on the water.

6. All participants and instructors will be courteous and respectful of one another as well as other boaters in the area.

7. Litter and waste must be disposed of properly.

Appendix D

The following checklists should be used prior to the start of each operational class to ensure that the required equipment and materials are on board.

Required Equipment Checklist	**Boat Systems Checklist**
Life jackets (worn by all onboard)	Top off oil and fuel
Throwable PFD	Battery connections are not corroded
Fire extinguisher	Engine is clean and starts easily
Rope/line	Steering and throttle controls
Anchor	Bilge is clean and empty
Sound-producing device (whistle, horn)	Hose connections are not cracked
Visual distress signals	Thru-hull fittings are in place
Boat registration	Boat plug is in place
Identification (driver's license)	Lights work properly
Additional items as required by state	Ventilation system (if equipped) is working
Cell phone	Radio (if equipped) is working
First aid kit	Propeller guard (if available) is in place
Water and snacks	
Sunscreen	Did you check the weather forecast?
Copy of communications plan	Does someone on shore have a float plan?

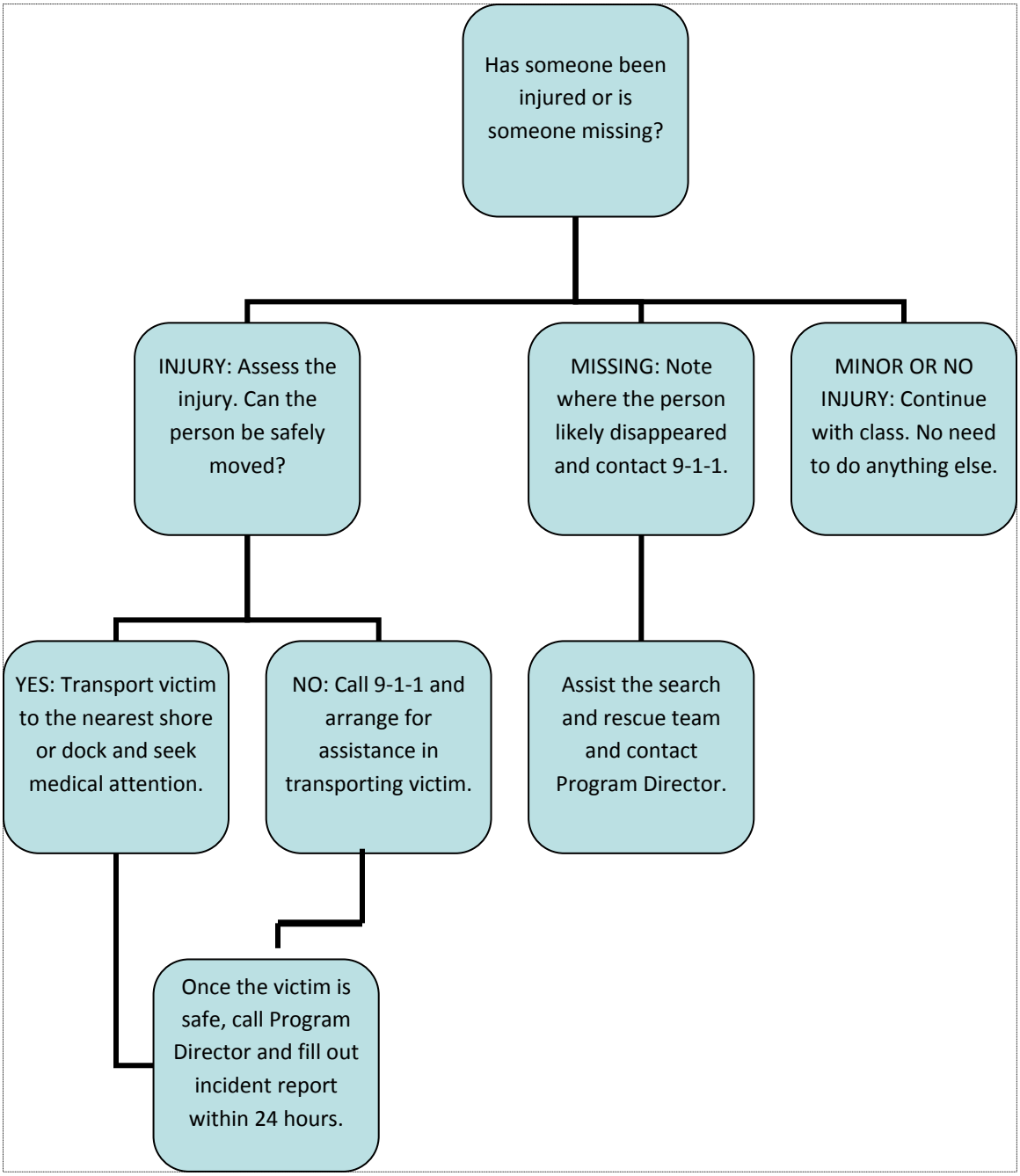
In addition, the following list of phone numbers should be filled in prior to the start of each class being taught and the completed list carried at all times in case of emergency.

Emergency Services	911 or channel 16
Mark DuPont	305.240.0934
Local marine law enforcement office	
Local Coast Guard office	
Marina/Boat Dealer/Livery	
Towing Company	
State Boating Law Administrator	

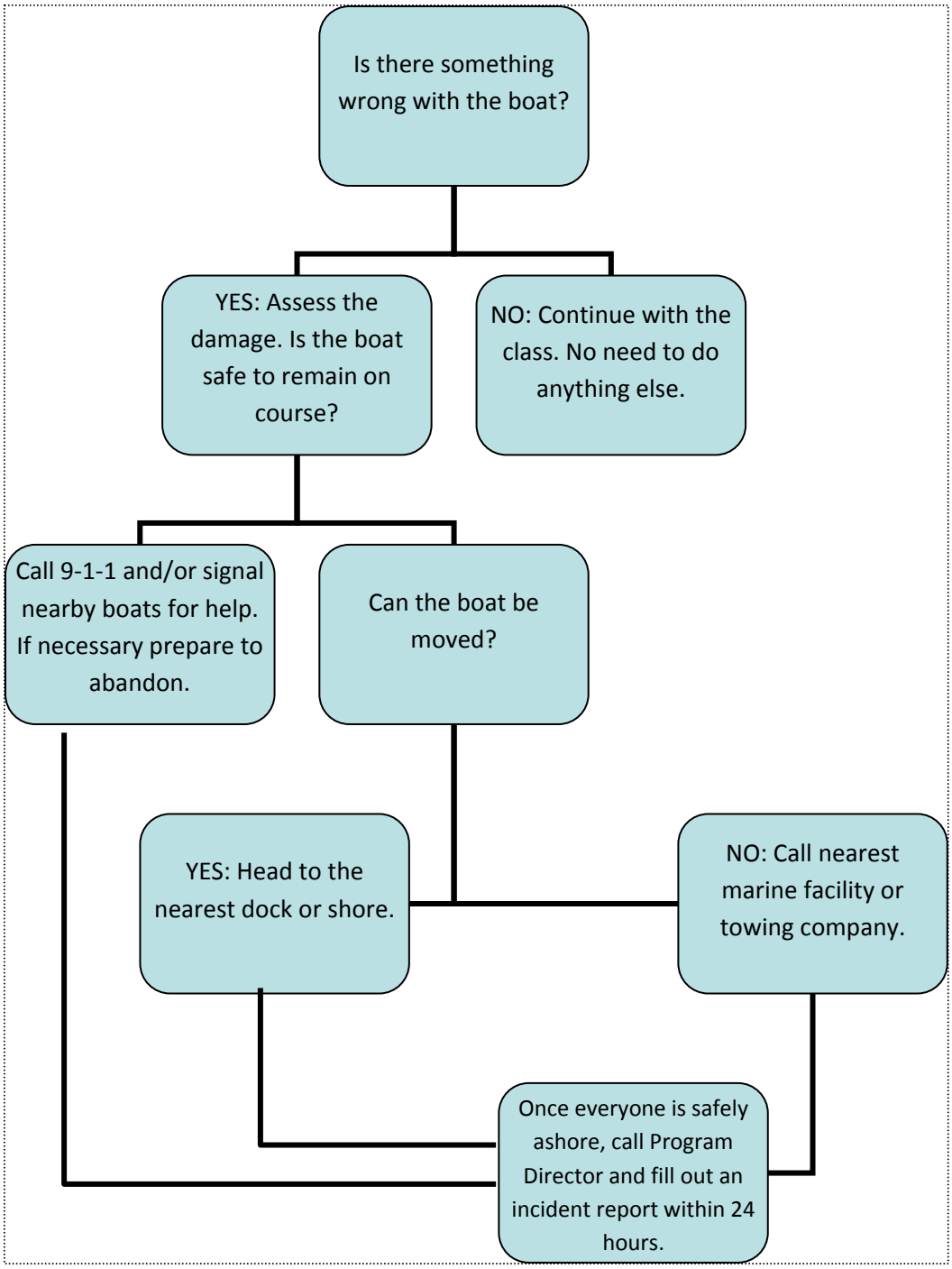
Appendix E

Communications Plan (flow chart with list of phone numbers and action to take)

Communications Plan #1 – Serious Injury or missing person.



Communications #2 – Problem with the vessel(s).



Appendix F

Incident Report Form

Incident Report Form

Name of person completing form: _____ _

Date of incident: _____ Time of incident: _____AM / PM

Location of incident: _____ _

Description of the incident:

Did anyone sustain an injury beyond first aid? YES / NO (If yes, please describe the nature of the injuries below.)

Was there any damage to the boat? YES / NO (If yes, please describe the nature of the damage below.)

Submit a copy of this report and statements from all parties involved (instructor, students, etc.) to the NASBLA Program Director within 24 hours of the incident.

Appendix G

Live Alcohol Workshop Release Form

National Association of State Boating Law Administrators

Live Alcohol Workshop Release/Dosing Form

To our volunteer drinking subjects:

Thank you for your assistance with our upcoming alcohol workshop. Without your help in providing live subjects to observe and test, the instruction our students receive would be of lesser value. We hope that you will see this workshop as an opportunity to understand how alcohol affects you and can impair your ability to safely operate a vehicle or vessel.

You will be given a set amount of alcoholic beverage. Our goal is to get each subject to a specific level of intoxication, ranging from .06 BAC to .13 BAC. **At any time you may stop drinking.** You will be assigned a "sponsor" who will accompany you throughout the evening and escort you to your room or home after the completion of the workshop. **These are strict requirements that must be followed!**

(Please print)

Name _____ Driver license (state/#) _____

Address _____ Occupation _____

Gender _____ Age _____ Height _____ Weight _____

1) Are you under the care of a doctor or dentist? ☐ Yes ☐ No

2) Are you taking any medication or drugs? ☐ Yes ☐ No
If yes, list: _____

3) Have you ever been diagnosed as alcohol or drug dependent or abusive? ☐ Yes ☐ No

4) How often do you drink alcoholic beverages? _____ times per week

5) List your favorite alcoholic beverages: _____

6) At what time did you last eat? _____

I, _____, volunteer for the National Association of State Boating Law Administrators BUI Detection and Enforcement Training Course. I understand that I will be given a sponsor and he/she will ensure that I safely reach my room/home, after which time the National Association of State Boating Law Administrators will assume no further responsibility for my actions.

Signature of Volunteer _____ Date _____

I, _____, volunteer to sponsor the above individual. I understand that I will be responsible for escorting the individual to and from the classroom as needed. At no time will the above individual be left alone. I understand that my responsibility will continue until I have personally escorted the individual to his/her room/home.

Signature of Sponsor _____ Date _____

NASBLA Live Alcohol Workshop Dosing

Location: _____ Date: _____

Name: _____ Age: _____

Gender: _____ Height: _____ Weight: _____ Target BAC: _____

	1st Dose	2nd Dose	3rd Dose	Total ETOH in mL
mL of ETOH per drink				
Time of dose				
	Pre-Dosing		**Post-Dosing**	**End of Workshop**
BAC	.000			

NASBLA Instructor: _____

*Doses should be administered in 10 or 15 minute increments. Note below any modifications.

List type of drink administered:

_____

Total drink in mL = ETOH + 1 and ½ mixer _____

Notes:_____

_____

_____

Appendix H

Guidelines for a Controlled Drinking Practice Session

Guidelines for Controlled Drinking Practice Sessions

The NASBLA BUI Enforcement core curriculum for the seated battery of the standardized field sobriety tests requires the participation of volunteers who will consume carefully measured quantities of alcohol and submit to the SFSTs as administered by the students. Drinking volunteers are an essential resource for the core curriculum. Therefore, careful steps must be taken to ensure the volunteers' safety as well as their contribution to a worthwhile learning experience.

NOTE: WEAPONS ARE NOT PERMITTED IN THE VICINITY OF ANY DRINKING VOLUNTEER.

1. Criteria to be considered when selecting volunteer drinkers:
   - They cannot be members of the class.
   - THEY SHOULD NOT BE LAW ENFORCEMENT OFFICERS.
   - They must be verified to be at least 21 years of age.
   - They cannot have any history of alcoholism.
   - They cannot be known to suffer from any medical condition that may be exacerbated by alcohol (i.e., hypertension or diabetes).
   - They cannot be taking any medication (prescription or otherwise) that might adversely interact with alcohol.
   - They should be in good physical health.

2. Managing the volunteer drinkers:

   Transportation must be provided for the volunteers to and from the training session. Under no circumstances may volunteers be permitted to drive from the training session without having verified a blood alcohol concentration (BAC) of below the legal presumption for not impaired (typically 0.04 BAC) at the time of departure. Otherwise, volunteers should be released only into the custody of responsible, sober persons.

   It is suggested that there be a minimum of one drinking volunteer for every three to five students.

   From the time of their arrival until safely disposed of, volunteers must be kept under constant supervision. It is suggested that at least one monitor be present for every four volunteers. Volunteers should be paired with a monitor of the same sex.

   The effectiveness of the volunteers as training resources depends on their blood alcohol concentrations. Ideally, volunteers at any session should achieve peak BACs between .06 AND .13.

   Volunteers should be instructed to refrain from eating prior to their arrival at the training facility and to only have a light lunch. Food in their stomachs may affect the absorption of alcohol into their bloodstreams and impede our ability to control their BACs.

   Although rare, volunteers wearing hard contacts should be asked to remove them before any drinks are served.

   Volunteers should be brought to the training facility at least two hours before the practice session is scheduled to begin (less time is needed if using the quick dosing method). Go over the waiver form and have each volunteer fill out the required information and sign. Advise them of the dosing procedures and what they will be given to consume. Each volunteer should be breath tested to ensure they have not been drinking prior to arrival, and their identification verified.

3. Guidelines for achieving target BACs:

Apply the information provided to the dosing calculator used in the validation studies in order to arrive at the suggested milliliters of alcohol needed to achieve the desired BAC for that individual. Directions:

1. The top box of the form converts the subject's weight and height to metric, type in the subject's weight in pounds and then height in inches (i.e., 5'0" = 60" and 6'0" = 72").
2. Transfer the conversion amounts to the top of the next box on the form. Note: Dosing parameters can be changed in the formula as needed (i.e., Target BAC, dosing time, and deprivation time). Other parameters like water weight and formula name should not be changed.
3. The bottom box lists the total amount of alcohol to serve in mL, the amount of mixer, the total of the alcohol and mixer in mL, and then the drink amount, which is the total divided by three.

NOTE: THE ELECTRONIC CALCULATOR IS IN AN EXCEL FORMAT AND IS THE PROPERTY OF DF CONSULTING AND DARY FIORENTINO, PhD.

The calculations are sensitive to things outside of a strictly controlled lab environment. Below are considerations that would affect results:

- Food consumed prior to arrival at the testing site.
  The calculator is based on an empty stomach, so any food in the system will slow the rate of absorption and result in a lower than target BAC.

- Some variance in individual metabolism rates.

- Control of rate of consumption during dosing.
  The calculator breaks down the total dosing amount of alcohol and mixer into three (3) separate drinks to be administered in ten-minute increments. Fifteen-minute increments can also be employed as long as the subjects are monitored to ensure they are not consuming the entire amount too quickly nor leaving too much at the end which would then have to be "guzzled."

- Verifying the weight of the individual may be necessary to ensure accuracy.

Pre-mix the dosing beverage using the method of one part alcohol to one and one half part mixer. 80 proof vodka mixed with orange juice is recommended. Cranberry juice may be substituted for the mixer if desired. Other 80 proof liquor may also be substituted within the following guidelines:

- The total drink in mL is calculated with the mixer, so "straight shots" can be calculated, but must be sipped and not consumed as a shot. Remember: Rate of consumption is a factor in accuracy.
- Carbonated beverages and sugar content of different mixers can speed up the metabolic rate and affect the target BAC.

For the quick dosing method, volunteers will be asked to consume their entire allocated amount of alcoholic beverage during a 30-minute period. They should refrain from eating, drinking or smoking during dosing and for a minimum of 20 minutes prior to having a breath test. Record their BAC after 20 minutes, you may check again after approximately 10 minutes to see if the BAC is rising or stable. At this time, the practice session should begin. Re-check and record BACs at the end of the practice session.

NOTE: A Volunteer may cease drinking at any time.